

Subregional Stakeholder Draft Project Priorities

ATTACHMENT D

(Constrained)

(2015 \$ in thousands)

for reference only - not priority order

	Project	Notes	Cost Assumption	Draft Subregional Target (2015\$)	Difference
1	Arroyo Verdugo				
2	North Hollywood to Pasadena Bus Rapid Transit Corridor	a	\$ 283,000	\$ 283,000	\$ -
3	Traffic Congestion Relief and Improvement Program	b	\$ 1,348,000	\$ 1,348,000	\$ -
4	Arroyo Verdugo Subtotal		\$ 1,631,000	\$ 1,631,000	\$ -
5	San Fernando Valley				
6	Active Transportation Program	c,d	\$ 65,000	\$ 65,000	\$ -
7	Complete East Valley Transit Corridor Project as LRT		\$ 1,000,000	\$ 1,000,000	\$ -
8	North Hollywood to Pasadena Bus Rapid Transit Corridor	a	\$ 230,000	\$ 230,000	\$ -
9	Orange Line BRT Improvements		\$ 300,000	\$ 300,000	\$ -
10	Orange Line Conversion to Light Rail		\$ 1,400,000	\$ 62,000	\$ 1,338,000
11	Sepulveda Pass Transit Corridor	e	\$ 3,390,000	\$ 1,400,000	\$ 1,990,000
12	San Fernando Valley Subtotal		\$ 6,385,000	\$ 3,057,000	\$ 3,328,000
13	Westside				
14	Active Transportation and First/Last Mile Connections Prog.	f	\$ 700,000	\$ 700,000	\$ -
15	Crenshaw Line Extension to West Hollywood/Hollywood	g	\$ 580,000	\$ 300,000	\$ 280,000
16	Lincoln Blvd BRT		\$ 307,000	\$ 307,000	\$ -
17	Purple Line Extension to Santa Monica		\$ 2,647,100	\$ 16,000	\$ 2,631,100
18	Sepulveda Pass Transit Corridor	e	\$ 3,390,000	\$ 1,400,000	\$ 1,990,000
19	Westside Subtotal		\$ 7,624,100	\$ 2,723,000	\$ 4,901,100
20	Central Cities				
21	Crenshaw Line Extension to West Hollywood/Hollywood	g	\$ 1,750,000	\$ 1,610,000	\$ 140,000
22	DASH Program	c	\$ 260,000	\$ 260,000	\$ -
23	Freeway Interchange and Operational Improvements	c	\$ 205,000	\$ 205,000	\$ -
24	Historic Streetcar and Bus Rapid Transit Program	c	\$ 147,000	\$ 147,000	\$ -
25	LA River Bikepath	c	\$ 375,000	\$ 375,000	\$ -
26	Los Angeles Safe Routes to School Initiative	c	\$ 250,000	\$ 250,000	\$ -
27	LA Streetscape Enhancements & Great Streets Program	c	\$ 475,000	\$ 475,000	\$ -
28	Active Transportation, 1st/Last Mile, & Mobility Hubs	c	\$ 215,000	\$ 215,000	\$ -
29	Public Transit State of Good Repair Program	c	\$ 450,000	\$ 450,000	\$ -
30	Central Cities Subtotal		\$ 4,127,000	\$ 3,987,000	\$ 140,000
31	North County				
32	Active Transportation Program	c	\$ 264,000	\$ 264,000	\$ -
33	Arterial Program	c	\$ 378,000	\$ 378,000	\$ -
34	Goods Movement Program	c	\$ 104,000	\$ 104,000	\$ -
35	High Desert Corridor (HDC) Right-of-Way		\$ 270,000	\$ 270,000	\$ -
36	Highway Efficiency Program	c	\$ 349,000	\$ 349,000	\$ -
37	I-5 North Capacity Enhancements (Parker Rd. + 1.5 miles)		\$ 785,000	\$ 268,000	\$ 517,000
38	Multimodal Connectivity Program	c	\$ 239,000	\$ 239,000	\$ -
39	Transit Program	c	\$ 88,000	\$ 88,000	\$ -
40	North County Subtotal		\$ 2,477,000	\$ 1,960,000	\$ 517,000
41	Las Virgenes-Malibu				
42	Active Transportation, Transit, and Technology Program	c	\$ 29,600	\$ 29,600	\$ -
43	Highway Efficiency Program	c	\$ 177,600	\$ 177,600	\$ -
44	Modal Connectivity Program	c	\$ 88,800	\$ 88,800	\$ -
45	Las Virgenes-Malibu Subtotal		\$ 296,000	\$ 296,000	\$ -

Subregional Stakeholder Draft Project Priorities (Constrained)

ATTACHMENT D

(2015 \$ in thousands)

for reference only - not priority order	Project	Notes	Cost Assumption	Draft Subregional Target (2015\$)	Difference
46	Gateway Cities				
47	Gold Line Eastside Extension Phase II - Washington Blvd.	h	\$ 1,500,000	\$ 543,000	\$ 957,000
48	Green Line Eastern Extension (Norwalk)		\$ 500,000	\$ 500,000	\$ -
49	I-5 Corridor Improvements (I-605 to I-710)		\$ 1,100,000	\$ 1,059,000	\$ 41,000
50	I-605 Corridor "Hot Spot" Interchange Improvements		\$ 850,000	\$ 300,000	\$ 550,000
51	I-710 South Corridor Project	i	\$ 4,000,000	\$ 500,000	\$ 3,500,000
52	SR 60/I-605 Interchange HOV Direct Connectors	j	\$ 260,000	\$ 200,000	\$ 60,000
53	West Santa Ana Branch (Eco Rapid Transit Project)-Phase 1		\$ 1,000,000	\$ 535,000	\$ 465,000
54	West Santa Ana Branch (Eco Rapid Transit Project)-Phase 2		\$ 1,000,000	\$ 500,000	\$ 500,000
55	Gateway Cities Subtotal		\$ 10,210,000	\$ 4,137,000	\$ 6,073,000
56	San Gabriel Valley				
57	Active Transportation Program (Bicycle/Pedestrian Facilities)	c	\$ 231,000	\$ 231,000	\$ -
58	Bus System Improvement Program	c	\$ 55,000	\$ 55,000	\$ -
59	Goods Movement Program (Improvements & RR Xing Elim.)	c	\$ 33,000	\$ 33,000	\$ -
60	Highway Demand Based Program (HOV Ext. & Connectors)	c	\$ 231,000	\$ 231,000	\$ -
61	Highway Efficiency Program	c	\$ 534,000	\$ 534,000	\$ -
62	I-605/I-10 Interchange		\$ 126,000	\$ 126,000	\$ -
63	ITS/Technology Program (Advanced Signal Technology)	c	\$ 66,000	\$ 66,000	\$ -
64	Metro Gold Line Eastside Transit Corridor Phase II - SR-60	h	\$ 1,500,000	\$ 543,000	\$ 957,000
65	Metro Gold Line Foothill Light Rail Extension - Phase 2B		\$ 1,130,000	\$ 1,019,000	\$ 111,000
66	First/Last Mile and Complete Streets	c	\$ 198,000	\$ 198,000	\$ -
67	SR 60/I-605 Interchange HOV Direct Connectors	j	\$ 130,000	\$ 130,000	\$ -
68	SR-57/SR-60 Interchange Improvements		\$ 205,000	\$ 205,000	\$ -
69	San Gabriel Valley Subtotal		\$ 4,439,000	\$ 3,371,000	\$ 1,068,000
70	South Bay				
71	Green Line Extension to Crenshaw Blvd in Torrance		\$ 607,500	\$ 607,500	\$ -
72	I-105 Hot Lane from I-405 to I-605		\$ 350,000	\$ 350,000	\$ -
73	I-110 Express Lane Ext South to I-405/I-110		\$ 81,500	\$ 81,500	\$ -
74	I-405 South Bay Curve Widening		\$ 120,000	\$ 120,000	\$ -
75	I-405/I-110 Int. HOV Connector Ramps & Intrchnng Improv		\$ 355,000	\$ 355,000	\$ -
76	South Bay Highway Operational Improvements	c	\$ 1,100,000	\$ 350,000	\$ 750,000
77	Transportation System and Mobility Improvements Program	c	\$ 350,000	\$ 350,000	\$ -
78	South Bay Subtotal		\$ 2,964,000	\$ 2,214,000	\$ 750,000
79	GRAND TOTAL		\$ 40,153,100	\$ 23,376,000	\$ 16,777,100

- a. Cost Assumption equals subregional funding share proposed by the Arroyo Verdugo and San Fernando Valley areas.
- b. Arroyo Verdugo Traffic Congestion Relief and Improvement Program includes projects in the following modal categories: Active Transportation, Arterials, Complete Streets, First and Last Mile Programs, Goods Movement, Highway Efficiency, ITS/Technology.
- c. Cost Assumption equals Draft Subregional Target.
- d. Program includes City of San Fernando Bike Master Plan and LA River Bike Path Across the Valley projects.
- e. Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here for any existing available LRTP funding is 50% San Fernando Valley area and 50% Westside.
- f. Includes Active Transportation Networks and First/Last Mile Connections and I-10 Multimodal Circulation Improvement Project
- g. Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here is 75% Central-25% Westside.
- h. Final cost, scope, and subregional shares will be determined by the environmental process. The working assumption here for any existing available LRTP funding is 50% Gateway area and 50% San Gabriel Valley area.
- i. At least \$3.5 B in funding needs for this project is not shown here. We are pursuing a strategy to fund 12.5% from existing resources, 12.5% from State resources, 12.5% from Federal resources, & 12.5% from subregional target. The remaining 50% is to come from private tolls or fees originating from freight.
- j. Final cost, scope, & subregional shares will be determined by the environmental process. The working assumption here is 2/3 Gateway & 1/3 San Gabriel Valley.